

Phil Corman & Jim Price | Bruce Jaeger | Bob Kromer | Tom Rouch | Brian Lloyd | Linda Corman

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From the Editor

Phil Corman



Flying VFR into IMC

If you ask any Mooniac, they will tell you that they will never fly from VFR into IMC. Hopefully it will never happen, but a PIC might fly from VFR conditions into IMC for a few reasons:

- The PIC **departed under Marginal VFR (MVFR) or worse.**
- **Get-There-Itus** enables a decision to continue flight into increasingly IMC conditions.
- **Forward visibility is reduced** (such as night flight) and the PIC flies into a cloud or other IMC.



In the first case, to avoid inadvertently flying into IMC, simply do NOT depart, do NOT cross GO and do NOT collect \$200. The best time to exercise good judgement is on the ground. Once in the air, it's a little more complicated and involves greater judgement and skill. The vast majority of the time, waiting for the weather to improve, or for the Weather Forecasts to improve is the best decision.



Get-There-Itus can be both a ground and enroute issue. Imagine the pressure Kobe Bryant's helicopter pilot felt as he tried to get "Kobe" to the game. For most of us, the pressure is to get home or to get to a destination due to a prior appointment or commitment. There is a pill for Get-There-Itus and it's called "Live to Fly Another Day".

The third scenario of flying into IMC inadvertently is in reduced forward visibility or night conditions. We were flying in smoke in northern California and southern Oregon last year and the forward visibility was not good. We alerted ATC of our limited visibility. To help in avoiding and entering IMC, we enabled NexRad on our GTN750 so we could find deteriorating or improving visibility. We decided that if it deteriorated any more, we would land and wait it out.



If we entered IMC, I had my AutoPilot engaged and could easily navigate to a VFR landing. Without a good autopilot, our only alternative would be a standard rate 180° turn and then land.

Kobe Bryant Scenario

Kobe's pilot took off in questionable Weather. The police departments had ceased all operations due to the poor conditions. Then he had to hold outside Burbank, waiting to get Special VFR ([SVFR](#)), before transitioning KBUR Class C. Later, the PIC encountered deteriorating ceilings that continued to deteriorate as he entered mountainous terrain. Flying Highway 101 was the least bad decision as it transited the mountains at the lowest altitude. However, the ceilings prevailed and forced a climbing left turn, most likely into the clouds where the helicopter made a rapid descent into terrain.

Without judgement, it appears that all three scenarios (see above) were involved in the crash. We have a belief that the majority of aviation accidents are not the result of one thing. Generally, aviation accidents are caused by a string of more than one thing. As a result, my wife and I fly by the "**Rule of 2**". Simply stated, if a second questionable thing occurs on a flight, we invoke the **Rule of 2** and break the chain by ending that leg

of the flight. To date, we have had 100% success with this personal rule.



Types Of Rules

Lastly, having an Instrument Rating apparently doesn't cure the 178 second rule of having a fatal accident when flying into IMC from a VFR flight. It's disorienting when forced to fly IFR under VFR. Who knew? So, Instrument Rated pilots suffer the same results, with perhaps fewer fatalities.

Mooneys and Mooniacs are becoming an endangered species with the factory closed and fewer and fewer Mooneys flying every month. As Sergeant Phil Esterhaus would say after each daily briefing on Hill Street Blues →



A Nod of The Mooney Hat to Jim Price

It gives me great pleasure to announce that Jim Price, my longtime friend, has been awarded The Wright Brothers Master Pilot Award demonstrating his aviation expertise for 50 years (and counting).

Jim has served in the United States Air Force and Air Force Reserve. He was also a Northwest Airlines Captain. He currently flies for Flights for Life. He is an amazing pilot and an equally amazing person. You would never know this as he is also one of the humblest people you will ever meet.



I was honored to be asked to provide a reference to Jim for this award.

Jim typifies the type of pilot and person that this award was defined for.

Congratulations from all of the Mooney Community!

Jim Price receives Wright Brothers Master Pilot Award

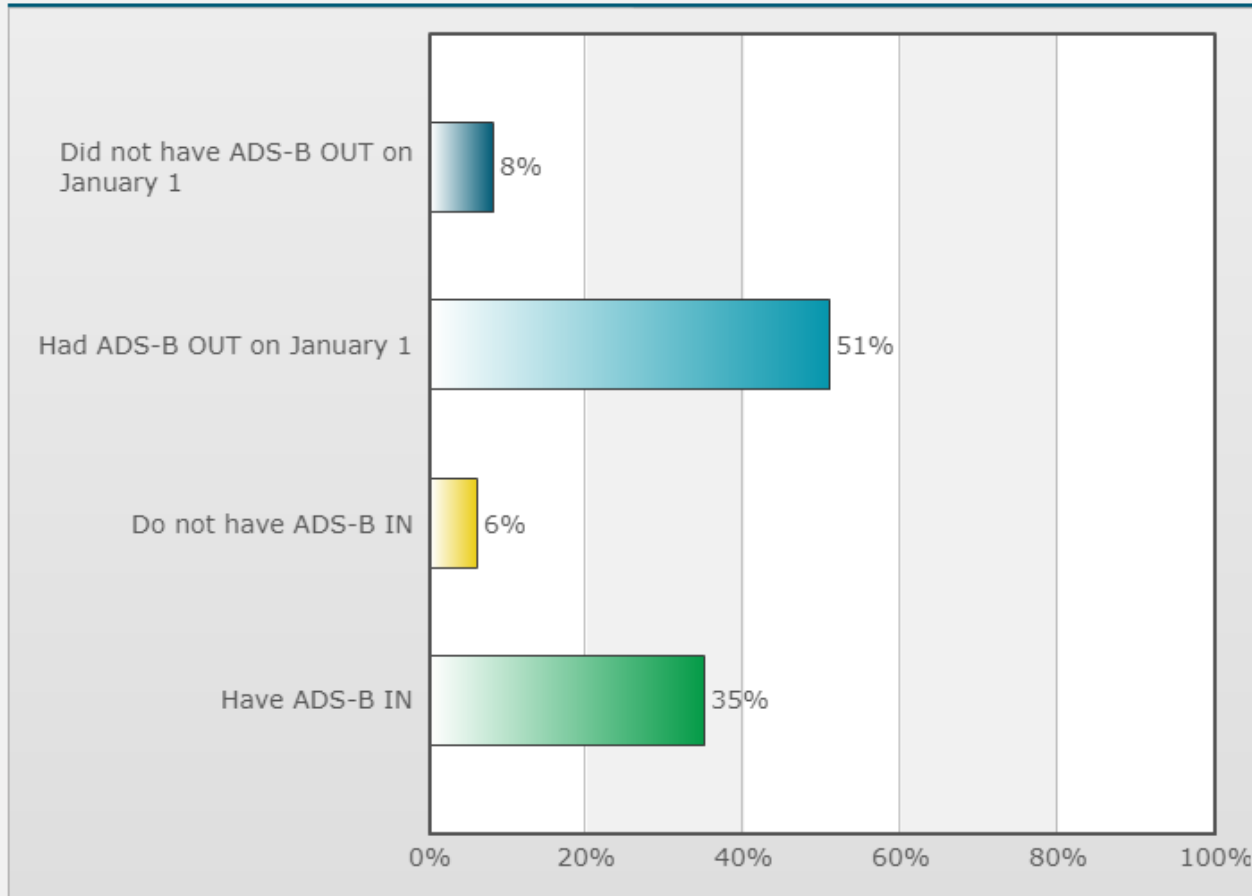
The Wright Brothers **Master Pilot Award** is the most prestigious award the FAA issues to pilots certified under Title 14 of the Code of Federal Regulations (14 CFR) part 61. This award is named after the Wright Brothers, the first US pilots, to recognize individuals who have exhibited professionalism, skill, and aviation expertise for at least 50 years while piloting aircraft as "Master Pilots".

A distinctive certificate and lapel pin are issued after application review and eligibility requirements have been met. Upon request, a stickpin similar in design to the lapel pin is also provided to the award recipient's spouse in recognition of his or her support to the recipient's aviation career. Once the award has been issued, the recipient's name, city and state will be added to a published "Roll of Honor" located at <https://www.faa.gov/content/MasterPilot/RecipientList.aspx>.

Regarding ADS-B:

Poll created by [Phil Corman](#) on 01/02/2020

Poll Results



Next month's poll: "With the Factory Closed Again, I am:": [CLICK HERE](#) to vote.



APPRAISE IT
Check Your Mooney's Value



[M20C](#) [M20E](#) [M20F](#) [M20G](#)
[M20J](#) [M20K](#) [M20R](#) [M20M](#)

Mooney Instructors

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for the most comprehensive list of Mooney instructors in the United States



Letters to the

EDITOR

Editor@themooneyflyer.com

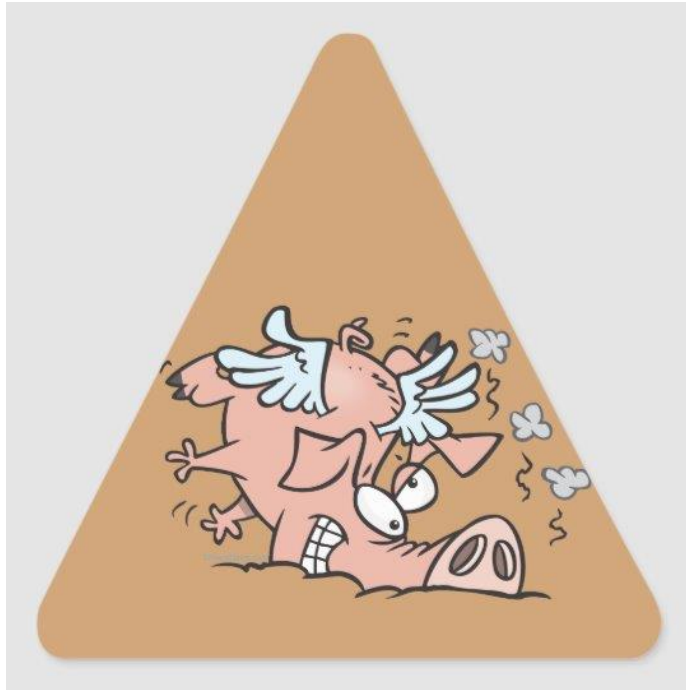
Here is a picture of my son in your Mooney. I wanted you to know that you made his entire day by letting him sit in your airplane and manipulate the controls. It made my day also. Here is a picture to prove it.

Adam

RE: Killing Sacred Cows – I hope that Brian Lloyd continues writing for The Mooney Flyer. I love his articles, but I get the feeling that he is only sharing 5% of his Mooney knowledge.

Tom F





Prepare Your Regular Right Seater for the Ultimate Emergency



My wife, Linda, is perhaps the best non-certificated right seat passenger on the planet. She assists in pre-flight checks, Clearance Delivery, Finding Traffic, cross-

checking instruments, GUMPS backup, and more. She does not want to get her Certificate, but she did want to know how to land our Eagle. I told her it was much easier to land a Piper or Cessna, and she responded, "Well that won't help me if you become incapacitated in our Eagle". She said this with a smile. For a few years, she has eased into a situation where she could get our Mooney on the ground without my assistance and walk away.

A seminar can only orient you to what it will take to land in the Ultimate Emergency. In truth, the only way to increase your chance of survival is to practice the fundamentals. What follows is a step-by-step approach that anyone can use to prepare for the Ultimate Emergency.

Here's what we did.

Step 1: Learn to Fly Level at Cruise

First, she learned rather quickly how to fly our Eagle at cruise in level flight and was able to make standard rate turns. The keys to success for this was:

- Practice
- Getting a "level cruise" sight picture
- Learning how to interpret the Altimeter, Vertical Speed Indicator, and Artificial Horizon
- Learning about TRIM and how to set it for hands off flying is key during this phase. Fighting the yoke to maintain altitude is not productive for a non-pilot. So, we did lots of trimming.

Step 2: Learn to Climb/Descend

- This was easy for her, but a necessary step in her training. Descending is critical, but there may be terrain that requires her to climb as well.
- Learn to add Power in the climb until at desired altitude.

- For descents, I taught her the easy method which is to simply pull the throttle back until the VSI was approaching 500'. This kept her airspeed the same and for a non-pilot, this was easier to deal with.

Step 3: Learn the Radios

- Learn how to set the Comm to 121.5. If we are on Flight Following, she prefers to start the emergency communications on that frequency.
- Learn how to set the Transponder to 7700. She had this down as she sets our transponder squawks on all flights.
- Learn that talking to ATC is a distant second priority to flying the plane. Communicate fuel levels so a suitable airport can be selected.
- Learn the GTN 750 enough to select DIRECT TO the airport that ATC and she selects for landing. She is also trained to ask ATC for turns and headings to the airport. Her choice.

After establishing radio communication with ATC, it could be very useful to ask for a CFI to talk your non-pilot back to earth.

Step 4: Flying to the Selected Airport

- With the GPS selected. she learned how to make a level turn to fly the magenta line to the airport.
- Also, she can get a left/right turn from ATC until they call "on course".
- I always played the voice of ATC.

Step 5: Slowing Down

- This is hard to even new Mooney pilots, so you can imagine the challenge for a non-pilot.
- We learned how to pull the power to 15" and maintain altitude as the Mooney slows.
- Then we made it a little easier by dropping the gear below 140kts.
- And finally, we learned how to deal with flaps. This was not too hard since she knew not to lower them until the airspeed is in the WHITE arc range. Her discomfort was with the nose pitching when she added flaps.

Step 6: Fly the Pattern to Short Final

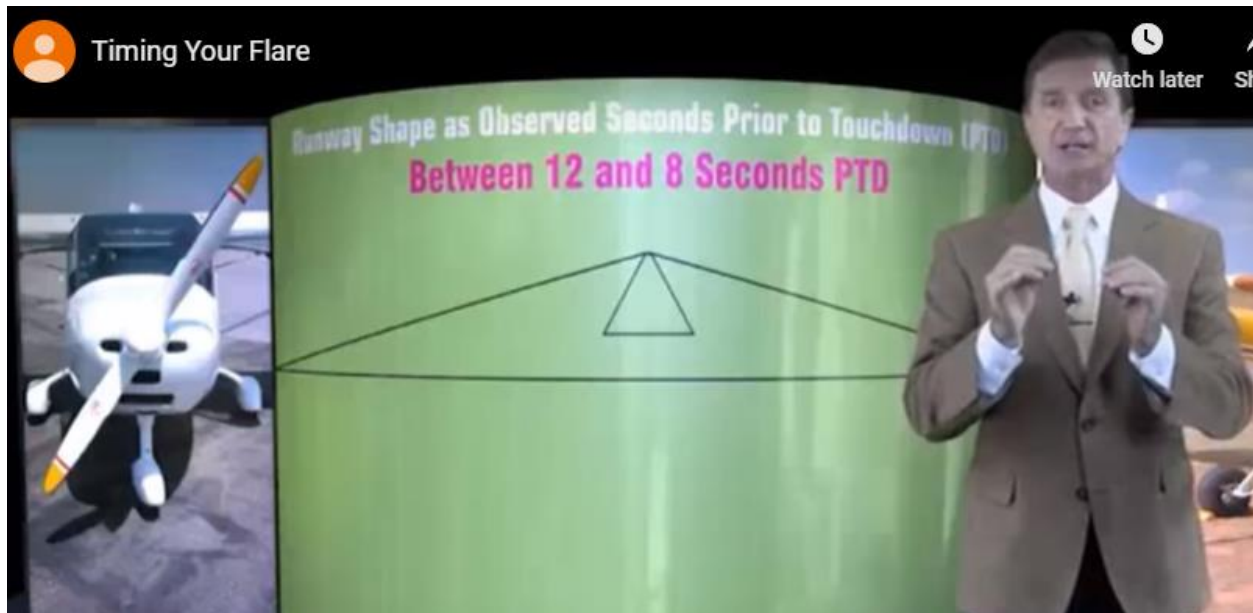
- Initially, she learned how to do a "Straight in Final" to avoid turns when low and slow.
- It was difficult for her to gauge altitude and she tended to be high on short final. Only practice... practice... practice addressed this.
- Descending to pattern altitude was learned in Step 2, but the descent from Pattern Altitude to the runway required some of her toughest training. Pitch for Airspeed and Power for Altitude took a lot of time.
- Understanding that 75Kts was the minimum airspeed on final was next. If the airspeed is lower, then lower the nose. We practiced this an awful lot at altitude.

- She learned how to determine her touchdown location on the airport by observing the spot that is neither moving up or down in the windscreen. This also took practice, and fortunately we were never in a rush. She learned if her desired touchdown was moving up the windscreen, she was going to land short, and vice versa if it was moving down. Adding POWER instead of raising the nose took a while to figure out.

Final Step: Touchdown

- Linda has not actually landed the Eagle and I am not comfortable acting as if I am a CFI.
- We have agreed that if she must land the plane, the philosophy is as follows: “The Insurance Company owns the plane and her only goal is to get the Eagle on the ground and walk away.”
- We are undecided about landing gear down or gear up. The advantage of gear down is the plane might survive, but a high bounce and stall is bad. Landing gear up provides less drag to slow her down but removes the risk of a big bounce.
- Regardless, Linda is learning how to flare. The main question for her is when to begin the flare. She has some difficulty knowing her height above the runway, but there is a tried and true method. It is when the perceived width of the runway appears “to widen or to broaden”. It indicates you can begin your flare and expect touchdown in about 10 seconds.

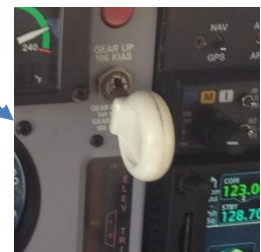
Don't ever tell your non-pilot that landing a Mooney is hard. It's not useful to their training and may stick with them in the ultimate emergency.



There are probably more things to learn, but this list seems to cover the basic/minimal skills required by a non-pilot to walk away from a Mooney touchdown. It's also a good idea to provide a readily available 3'x5" Emergency Reference Card for your Mooney. See sample, next page.



- Fly Fly Fly**, then
- 1) Tune **RADIO to 121.5** and set **TRANSPONDER to 7700**
 - 2) Contact ATC and indicate **"Emergency, I am a non-pilot flying"**
 - 3) Instruct ATC to direct you to nearest large airport
 - 4) When you see airport, start descent as follows:
 - a. Reduce **THROTTLE** (BLACK knob) to 15 inches
The nose will lower.
 - b. Lower gear if below 140 knots about 5 miles from landing
 - c. Line up with runway
 - d. If you are high, reduce (BLACK knob) power to 13 inches
 - e. Get airspeed to 80 knots by raising or lowering nose
 - f. **Set FULL FLAPS**
 - g. You will need to lower the nose to maintain 75 knots
 - 5) Over the runway, pull power all the way back to IDLE
 - 6) At about 5 ft over the runway, Pull gently on yoke to slight nose up
 - 7) As the plane starts to sink, maintain back pressure on the yoke.



Is Your ADS-B “Out” *Naughty* or *Nice*?



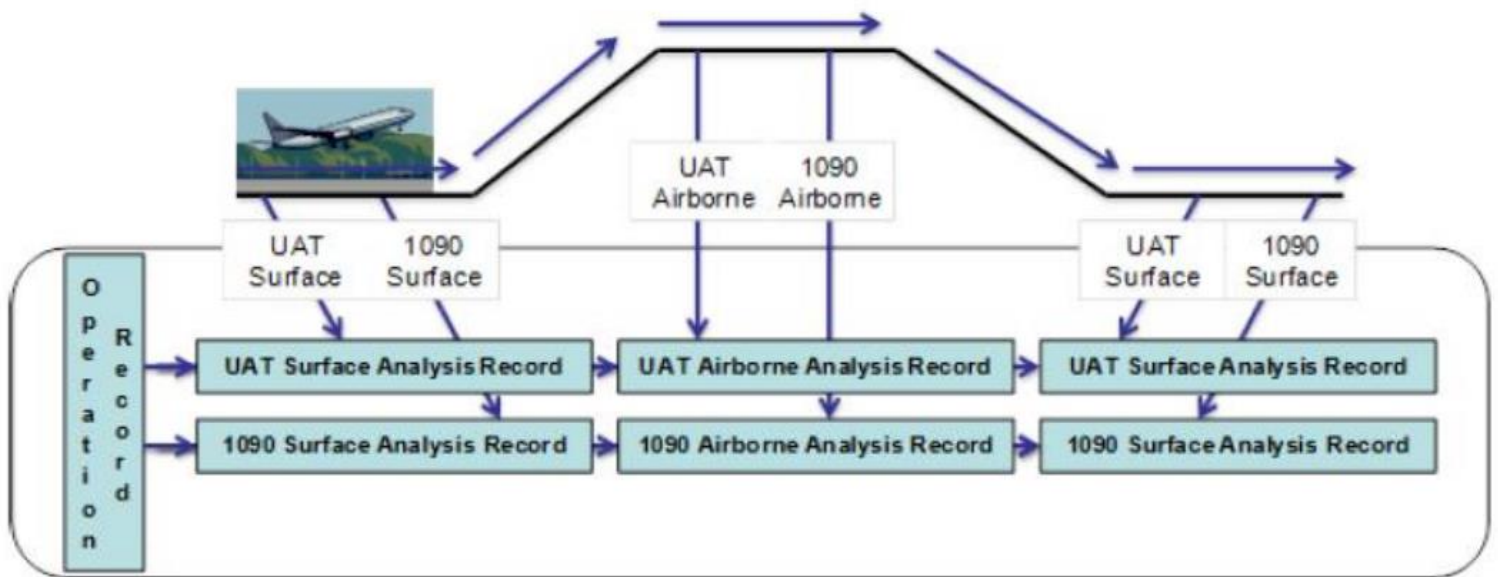
Jim Price
Co-Editor

For those who have installed ADS-B “Out”, we recommend that you check it occasionally to see if everything is working correctly.

To do that, go to <https://adsbperformance.faa.gov/PAPRRequest.aspx> or simply Google ADS-B PAPR and click on “Public ADS-B Performance Report”.

Fill out the information and “Submit Request”. In ten minutes or less, you’ll receive an email with your report.

The FAA collects data in the following flight phases by ADS-B link type



DUAL SYSTEMS

If an aircraft is equipped with a 1090 and a UAT system and they are transmitting on both frequencies (referred to as Dual-Out), the following table will be included in the report. This will help identify any differences in the data received from each system. If the FAA ground system is

receiving **NAUGHTY** unmatching length/width codes from the 1090 and UAT avionics, the Length Width Code (LWC) fields will be highlighted in **red**.

Dual Out Inconsistencies:

Category	Emit Cat	Flight ID	Mode 3A	SAF	LWC	GPS Pos
% Fail	0.00%	0.00%	0.03%	0.00%	100.00%	100.00%
Max dT	00:00:00	00:00:00	00:00:04	00:00:00	00:02:56	00:02:56
MCF	0	0	4	0	338	338

MISSING ELEMENTS

Below is a **NICE** Missing Elements Report

Missing Elements

Category	NACp	NACv	Vel	Flight Id	Mode 3A	Emit Cat	Baro Alt	Geo Alt
% Fail	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Max dT	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00
MCF	0	0	0	0	0	0	0	0

If

there are missing elements and your aircraft failed to meet the performance requirements, the **NAUGHTY** element categories will be highlighted in **red**.

Category	NACp	NACv	Vel ²	Flight Id	Mode 3A	Emit Cat
% Fail	0.00%	0.00%	27.15%	0.00%	0.00%	0.00%
Max dT	00:00:00	00:00:00	00:01:13	00:00:00	00:00:00	00:00:00
MCF	0	0	68	0	0	0

INTEGRITY & ACCURACY

NAUGHTY systems that fail to meet performance requirements in the Integrity & Accuracy categories will be highlighted in **red**. Below is a **NICE** Integrity & Accuracy report.

Integrity & Accuracy

Category	NIC	NACp	NACv	SIL	SDA
% Fail	0.00%	0.00%	0.00%	0.00%	0.00%
Max dT	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00
MCF	0	0	0	0	0

Category	NIC	NACp	NACv	SIL	SDA
Avg	9.0	10.0	2.0	3.0	2.0
Min	9	10	2	3	2
Max	9	10	2	3	2

ADS-B Accuracy parameters (set by [AC No: 20-165](#)). Setting these parameters

to where they're supposed to be is a task that's way above my paygrade. All we need to know is that **RED** means there's a problem and it's time to summon your friendly Avionics Technician.



NIC -- Navigation Integrity Category

Your ADS-B system has up to 12 seconds to transmit a change in the **NIC**. The 12 second period includes both the time for the position source to detect the fault and time for the ADS-B system to transmit the fault indication.

NACp -- Navigation Accuracy Category for Position

NACv -- Navigation Accuracy Category for Velocity.

SIL -- Source Integrity Level Latency

SDA -- System Design Assurance

Category	NIC	NACp	NACv	SIL	SDA
Avg	9.0	10.0	2.0	3.0	2.0
Min	9	10	2	3	2
Max	9	10	2	3	2

When the **NACv Min** and/or **Avg** value is **highlighted in yellow**, that means it's worthy of the **NAUGHTY** list. Contact your installer and he or she can receive guidance from the applicable ADS-B avionics manufacturer so that the NACv

average can be changed to an approved value.

KINEMATICS

A reasonableness check is made of changes in Baro/Geo Altitude, Position, and Velocity. If items are highlighted in red, it means that they were identified with **NAUGHTY** position changes that are outside the range expected for normal aircraft performance. Below is a **NICE** report.

Kinematics

	Velocity	Position A
% Fail	0.00%	0.00%
MCF	0	0

Baro Alt	Baro Alt A	Geo Alt	Geo Alt A
0.00%	0.00%	0.00%	0.00%
0	0	0	0

OTHER CHECKS

Sometimes, ADS-S message elements fail to correctly broadcast during a flight. When they fail too much, they are highlighted in **RED** and placed on the **NAUGHTY** list.

Other Checks

	Emitter Cat	Mode 3A
% Fail	0.00%	0.00%
Max dT	00:00:00	00:00:00
MCF	0	0

	Flight ID	Tail # Mismatch	Non-US	No "N"	Only "N"	Partial	Spaces	All Spaces	Illegal Char	Unavail Char	FP ID Mismatch
% Fail	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
Max dT	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	00:00:00	
MCF	0	0	0	0	0	0	0	0	0	0	

	Air on Ground
% Fail	0.00%
Max dT	00:00:00
MCF	0

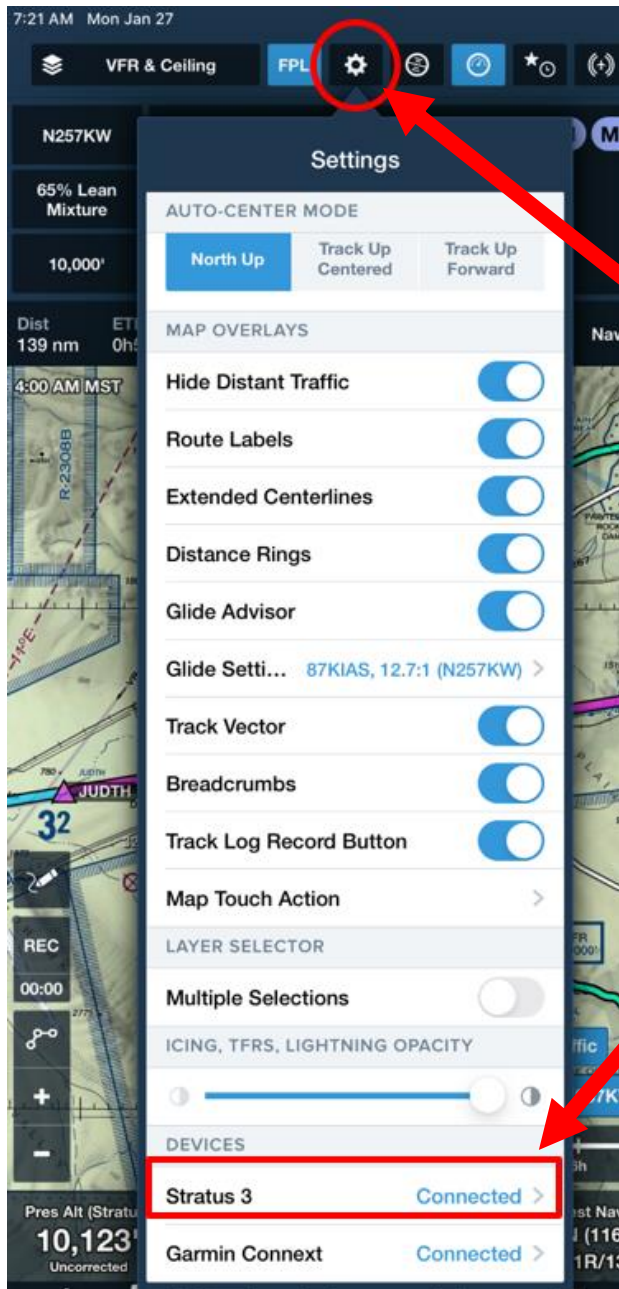
In the minds of most pilots, an **Air on Ground** failure doesn't seem **NAUGHTY**. After

	Air on Ground
% Fail	10.31%
Max dT	00:02:55
MCF	152

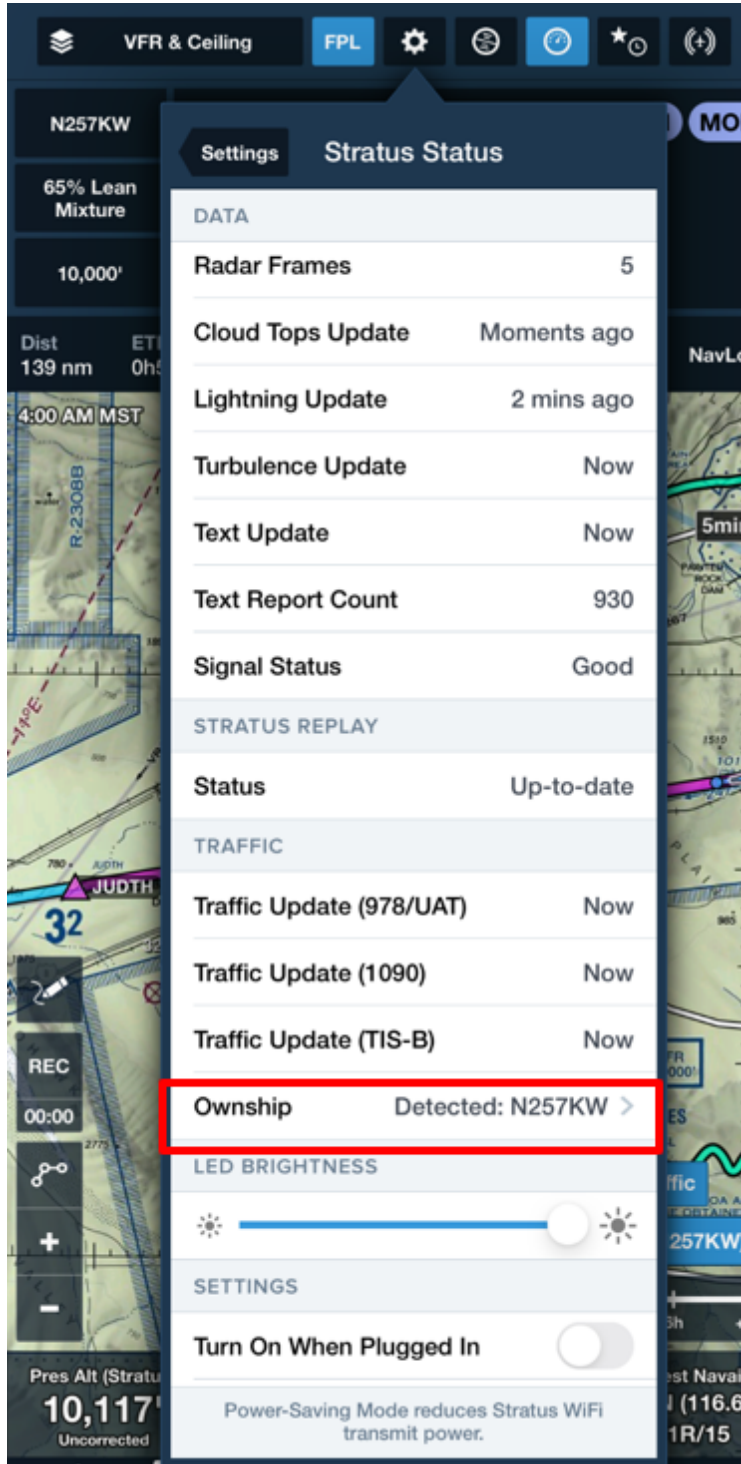
all, who cares if we have a bit of a failure on the ground? However, to the FAA, it's important. If you receive a PAPER that is flagged **red** for Air-on-Ground issues, the FAA advises that you contact your repair shop.

Using ForeFlight and Stratus to check ADS-B

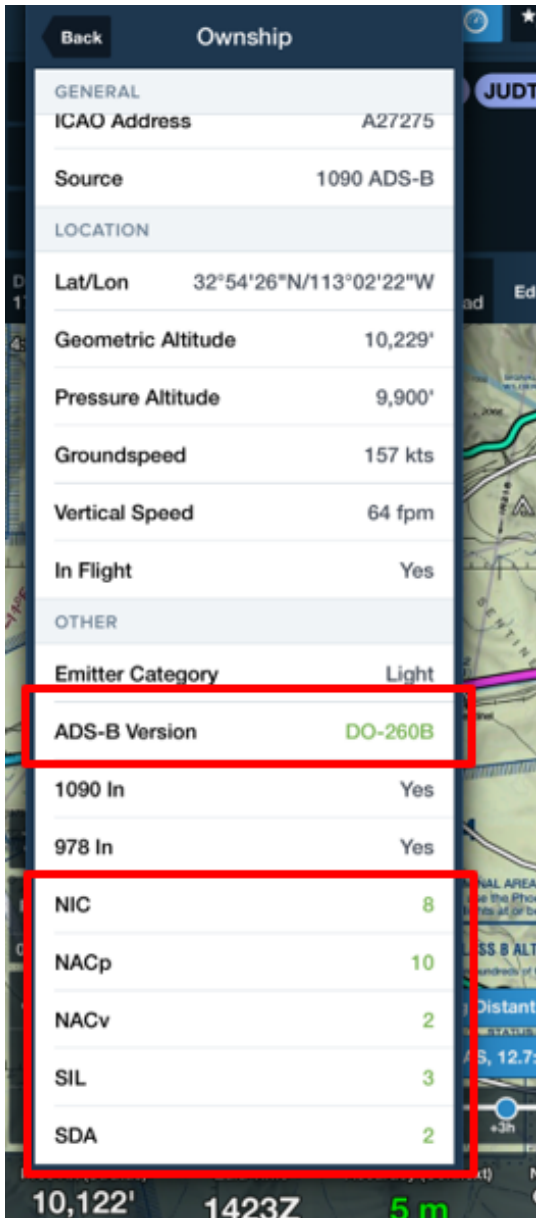
When airborne, Stratus can make a simple check of your ADS-B ACCURACY. Here's how you can access the information.



Step1: Tap on the Gear Symbol, scroll down to “DEVICES” and tap on “Stratus”



Step 2: Scroll down and tap on "Ownship". Your Registration number should be detected.



Step 4: Scroll down to “Other”

In general, **green means good**. If in doubt about something, take a screenshot and email it to your avionics technician. After ADS-B installation, and before returning the airplane to service, a few avionics shops use Stratus and ForeFlight in flight to make sure everything is set up properly. It’s a great diagnostic tool.



If the “ADS-B Version” is “**DO-260B**”, that means that your aircraft is ADS-B compliant.

Note the ACCURACY values for **NIC, NACp, NACv, SIL** and **SDA**. These are very similar to the ACCURACY values found on the PAPR report.

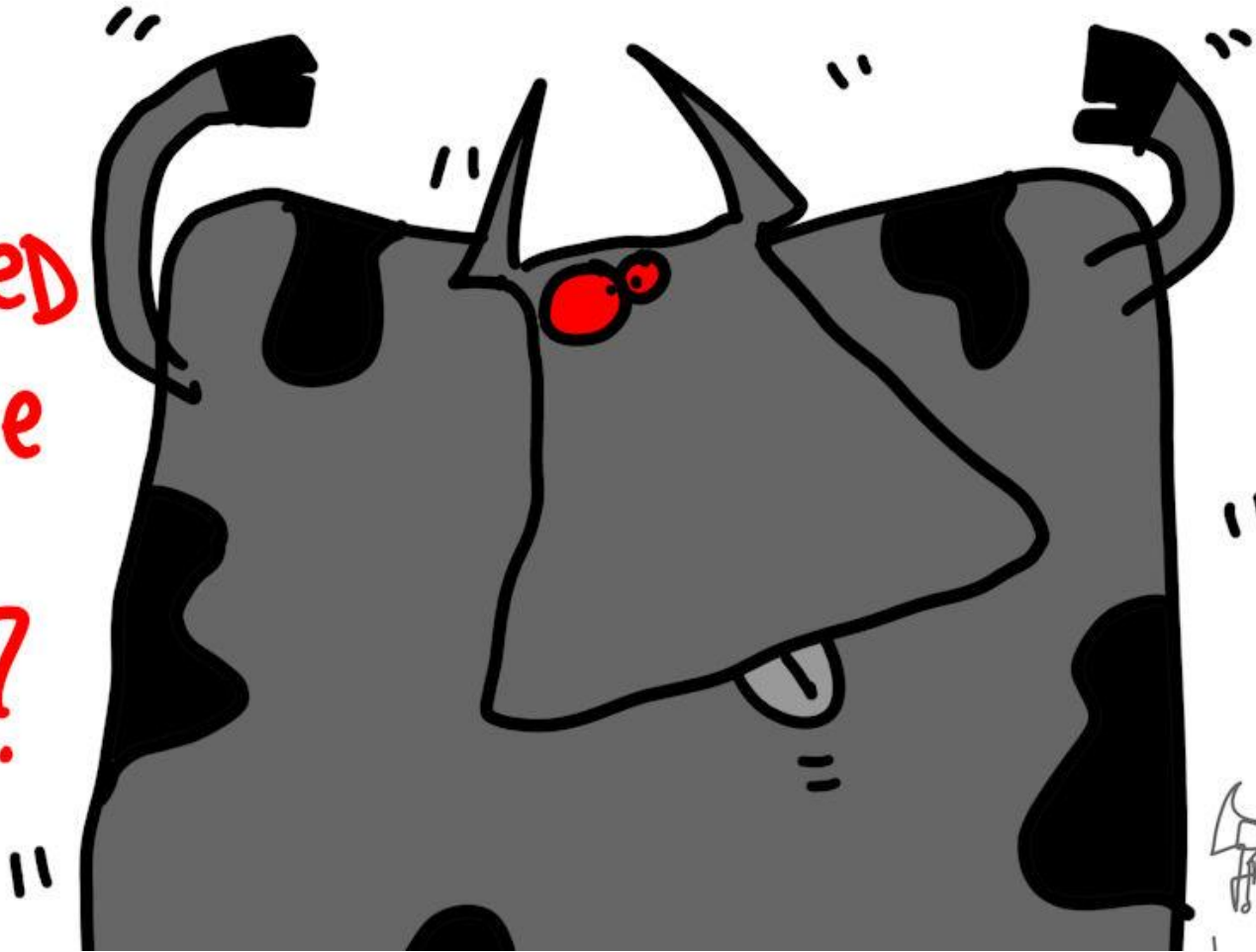
Category	NIC	NACp	NACv	SIL	SDA
Avg	9.0	10.0	2.0	3.0	2.0
Min	9	10	2	3	2
Max	9	10	2	3	2

If you have any

red in your PAPR Report, don’t wait for a controller to chastise out over the air. Consult your favorite Avionics Technician and get the problem resolved. For more information, consult the PAPR guide found at <https://adsbperformance.faa.gov/PAPRUsersGuide.pdf>

Installment #6

have you
killed
YOUR
SACRED
ZOMBIE
COW
today?



by Brian Lloyd, CSEL/CMEL, CFI/CFII

Wow! I guess a number of people got Mooneys for Christmas and Hanukkah. I did a delivery/checkout of an M20C just before Christmas and an M20J delivery/checkout just after New Year. Both were cross-country deliveries. The C went from LASAR in California to Cleveland, and the J went from Venice, Florida, to San Jose, California. In two more days, I am giving an all-day check-out to a new M20B owner. Mooneys are moving like hotcakes! I really enjoy helping people step up to a Mooney and help them remain safe in the process.

Both cross-country trips involved weather. I won't fly an aircraft IFR until after I have a chance to fly it VFR and confirm that everything works. It was a good thing that I insist on that because we had trouble with the avionics in the C. It was a really nice airplane, but, upon inspection and first flight, it was clear that it had been sitting for quite some time before it was sold to its new owner. He got a good lesson in how to check and lubricate everything on a Mooney, including rod-end bearings and the jackscrew. This pointed out just how important it is to be part of any maintenance you need to have done, including a pre-purchase inspection. Do the research ahead of time and then be there to see just how your new baby holds up. It is amazing how much you

can learn just by looking over people's shoulders. Not only that, but they are likely to do a better job with someone watching them.

Anyway, back to ferrying airplanes. The new C owner and I set out from NorCal for Cleveland. With this being winter and with winter storms moving across the country, I was not comfortable flying across the Sierra Nevada mountain range. I opted for the southern route through the SoCal high desert and out through Albuquerque before turning north toward Cleveland. The first day we made it to Apple Valley for a late lunch, and then launched for Albuquerque. It was going to get dark before we got there, so I opted to stay on the airways at or above the minimum enroute altitude. One thing about flying at night in the desert is a) it's really dark, and b) the rocks stick up pretty high. One does not want to have a close encounter of the granite kind. All was going well, and we had passed Zuni VORTAC on V12. The MEA goes from 9,000' to 11,000' for the segment from Zuni to ABQ. No problem as we were up at 11,500'. It sure was dark.

Suddenly our strobes lit up the air around us. We had discovered a layer. Welcome to VFR into IMC. We were receiving flight following and I could just ask for a clearance, but a quick look out the window showed ice forming on the wings. We aren't staying here. I knew that we had room below us, so we descended to 9,500' and broke out around 10,500'. No way we could get to ABQ and stay above the MEA, so we diverted to Gallup, NM.

It has been almost 50 years since I had been to Gallup. The FBO was closed, so no help there. It was a challenge to find a way through the fence so we could get out and get someplace to eat and sleep. There was a good restaurant, The Badlands Grill, right next to the airport, so that ended the search for food. We found a place to sleep, Americas Best Value Inn and Suites, about ¼ mi down the road. Not expensive, but you know you aren't going to be at the Ritz when a suite costs \$45/night. I'm OK if a place has clean sheets and clean towels.

The next day dawned clear and cold. Perusing the weather, it was clear that there was no real hope of making it through the Midwest to Cleveland for the next several days. The owner had to get home to work, so I suggested that we head for my place in Texas. I put him up for the night and then put him on an airliner the next day. I promised I would complete the ferry in a couple of days when the weather improved. That worked for him. Three days later I got his airplane to him in time for Christmas. This time of year, it is sunup to sundown flying when moving planes.

Then there was the J going from Venice, FL, to San Jose, CA. Once again, this was a new pilot with only a couple of months of experience, who was buying his first airplane. With only around 100 hours in his logbook and no complex time, he wasn't feeling good about flying his new plane across the country. Of course, his insurance wasn't going to cover him until he got 10 hours of dual instruction. So, he requested that the ferry pilot be a CFI and provide instruction along the way. No problem for me. This airplane, a mid-'80s J, was in first class shape with good IFR avionics, new ADS-B, a good autopilot, and everything worked. We did some air and pattern work at Venice before heading for Marianna, in the Florida panhandle. There were two cold fronts rapidly bearing down on Florida and I wanted to get up as close as I could so they would pass over us and we could continue the next day. I was prepared to fly IFR, but things worked out and we were able to fly VFR from Venice to Marianna.

The next morning was cool with a few layers for a couple hundred miles; remnants of the cold fronts. We filed and flew IFR to our first fuel stop in Opelousas, Louisiana, with the owner getting

some very useful actual IFR in his logbook. Fuel was inexpensive but there was no courtesy-car as promised in ForeFlight. Fortunately, there was an Uber – the only one in town. The Uber driver took us to a nice restaurant and then had lunch with us. He didn't charge us for the ride back to the airport. One thing you can count on in Louisiana is good seafood. I had the best shrimp po' boy I think I have ever had.

After Opelousas we headed for my home base in TX. It was convenient and I knew that the sheets and towels were clean. I also knew there was a hangar for the plane, and beer and pizza for us. Neighbors dropped by and we got to do a lot of airplane talking before making plans for the next day of flying.

We knew that it was going to be a long day to get from near San Antonio to San Jose. We were going to be facing strong headwinds associated with the split jet stream flow coming up across Western Mexico. We were going to have to stay low. The ride was mostly smooth, which is unusual for the Southwest. The J was making about 157 knots Groundspeed on 8.8 GPH. In the end, it ended up taking 3 hops and 11.1 hours to get there. I would have opted for a stop at someplace like Grand Canyon (KGCN), but the owner was really hoping to make it back in time to go to work the next day. Other than the headwinds, the weather was breathtakingly beautiful, and I decided I didn't want to waste the opportunity. We pushed through and ended up landing in San Jose just after 8:00 pm local time. The new owner put me up at his place and then put me on a Southwest jet for the ride back home.

I flew 50 hours in 2.5 weeks. I have an aerobatic instruction intro and another Mooney checkout already on the schedule. I think this is going to be a busy month. At least I think I can say that I am both current and proficient.

Speaking of currency and proficiency, I want to thank Bob P for his response to my comments about personal minimums. Discussion and other viewpoints are good. I understand that not everyone is comfortable in the same flying conditions. I agree with him whole-heartedly on personal minimums to launch. I am a strong believer in preferring to be down here wishing I was up there, rather than being up there and wishing I was down here. My comments were more about approach minimums, not departure minimums. I still believe that if you have an instrument rating, you should be relatively comfortable making an approach to minimums. You had to do that for your check ride as “minimum” capability, so I would hope you can still do so.

It is my hope that my words will get you thinking and maybe thinking outside the usual flying “box”. Striving to be better than we are is what makes us safer pilots.

OK, it is time for some brisket! Where's that cow! (Ah'm from Texas now, darlin'.)

A lot has been said and written about Garmin's new Autoland feature. Wow, it sure is cool. It is even easier than my first experience with Autoland when I checked out in the DC-10 back in the '70s. Back then it was just something the airplane could do if the pilot set it up right and it was flying an ILS. Still, I thought it was very cool that I could log an instrument approach and landing without ever touching the controls.

But does Autoland solve a problem? Is it something that is needed? Ostensibly its major purpose is to deal with the problem of an incapacitated pilot. The passenger can press a button and the airplane will find an airport and land. This is likely to make a non-flying partner more comfortable.

But, in the grand scheme of unhappy events, is this a scenario that is likely to happen? The accident statistics say no. Oh, the plane that sails off into the sunset with no one at the controls due to hypoxia, heart attack, or another event does happen. The news tells us all about it. But those accidents are very few and far between. Frankly, for the price of that feature, think of all the things you COULD do to improve your flying and avoid the events that ARE likely to kill you! So here it is:

You don't need Autoland.

This gets into the very interesting (to me) subject of risk. We understand a lot about threats but not a lot about risk. A threat is something that can do bad things to you. Hypoxia is a threat and Autoland mitigates that threat. That makes it a good thing, right? Well, maybe.

Risk is the severity of the threat times the probability of it happening. The severity of a giant meteorite striking the Earth is really high, but the probability is very low, making the risk not high at all. The same applies to nuclear powerplant melt-down and aviation. Having a wing fall off would be catastrophic but since that is highly unlikely, the risk of that is very low.

People not being able to land their airplanes and needing to push a button to get down just isn't really a pressing problem. It is just too low a risk. So Autoland is really a solution looking for a problem.

On the other hand, if you have millions of dollars to spend, "just because," by all means go get it and then invite me over to fly it. I bet it is totally cool. Just don't bet on it to save your life. If you are going to die in an airplane it is going to be something else that gets you. Maybe you should be looking for other ways to spend your money to improve your odds.

As long as I am on the topic of risk, what about the Cirrus CAPS system, otherwise known as "The Parachute"? Does having one really make you safer? I think there is no question that Cirrus is Mooney's biggest competitor. Clearly the Cirrus parachute is a key issue. Perhaps looking at the accident statistics would help us.

For a long time, the Cirrus fatal accident rate was well above the GA fleet average. Clearly the parachute wasn't helping. Cirrus started a campaign called, "Pull early, pull often," and the fatal accident rate came down. Now it is down to about par with the rest of the GA fleet ... but not significantly better. You would think that the parachute would make fatal accidents a thing of the past. Apparently not. Why is that?

If you look at the limitations on CAPS, you will see that it has two really BIG limitations:

1. It won't work below 900' out of a one-turn spin or below 400' if deployed straight and level.
2. It won't work if you're faster than 140 KIAS.

So, if you do a stall/spin in the pattern, good luck. CAPS isn't going to save you. If you continue VFR into IMC and get into a graveyard spiral with your IAS rapidly approaching red-line, CAPS isn't going to save you there either.

Counting on CAPS? Not so much. Even Cirrus has to admit it. This is from their own literature:

CAPS Works - 85 Lives Saved to Date

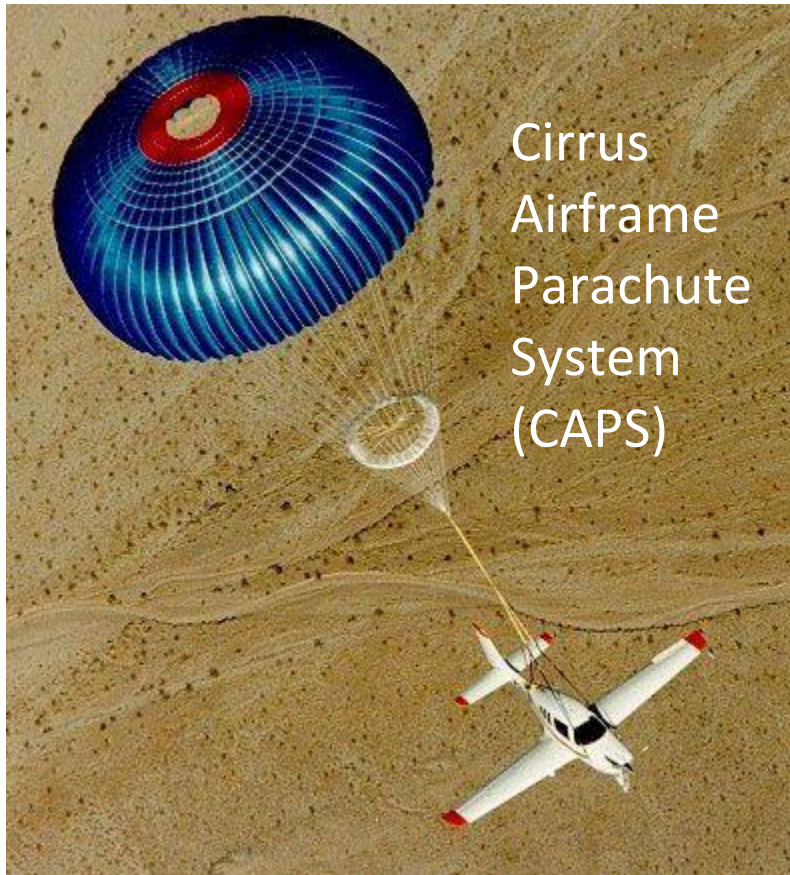
As of 01.10.14

ZERO Fatalities to date when CAPS has been activated within demonstrated parameters

As of 01.10.14

(Bold and italics mine.)

Can you say, "Your mileage may vary?"



So, for my money, I am going to vote for the steel roll-cage that is the fuselage around the Mooney cabin, and regular training for me as the road to my salvation if things go bad. If you can get the airplane parallel to the ground during a crash, the roll-cage is probably going to save you. You just must keep the airplane flying.

OK, it is time for bed. I have an aerobatic hop with a student in the morning. Here is wishing everyone a fantastic Moo(ney) Year!
Remember ...

Fly safely. Fly better. Have fun!

Opinion Editorial: Mooneys Make Better Pilots

I consider myself a completely unbiased writer as it comes to Mooneys making better pilots. I own a Mooney and have owned 2 in my lifetime. There is no greater airplane and I could never find myself buying an airplane from a different company. They are simply the best GA plane out there. And those are my unbiased and objective items.



Mooneys demand a competent PIC. They are fast and slippery. You cannot just deploy 40° of flaps as you can in your garden variety Cessna and expect to parachute down to the runway if you are high on final. Mooneys demand that you execute a stabilized approach, preferably with a 3° descent.

Secondly, you cannot drop a Mooney onto the runway if you are floating down the runway with a little excess airspeed like you can in a garden variety Piper. Mooneys will not touchdown from a flare until you are at or damn near the stall speed. Those Cessnas and Pipers will forgive you if you plop it in due to spring steel or oleo strut gear. Those hockey pucks on Mooneys... well they don't absorb so much plopping and if you plop it in, you no doubt will get to log some additional flight time. And if you do that twice, the third time will bend your prop. Mooneys will touchdown so beautifully if you stall it at ½ inch above the runway! They are demanding in that way.

Want to slow down in a Piper or Cessna or equivalent non-Mooney, then all you have to do is pull the power and maintain altitude for a very short while. In a Mooney, well, they just don't want to slow down quite that easily. They are slippery beasts and new pilots take a while to learn how to slow them down. You can easily slow those C's and P's "in the pattern", but generally want to slow a Mooney ahead of that.

On final, the only way to get a Mooney down from a high final is with Speed Brakes or a Slip. Dropping the gear will help you slow down and lose altitude, but on final, you've already used that option.

Now I can turn to those Cirrus planes. In Emergencies, Mooneys require all of your skill. Let's say you have an engine failure in a Cirrus. The POH says to pull the Ballistic Parachute. This is an easy way out and does not make for a better pilot. In a Mooney you need to get to best glide, then determine when you will deploy the gear, deploy the flaps, and correct for airspeed and glideslope. The Cirrus gives the PIC an easy out and it's human nature to take the easy way. One time, flying home from Walla Walla, we heard a Cirrus say they were going to pull the chute. We circled over them until they were safely alit on the ground. To their dismay, they landed within 1/3 mile of an airport. In a Mooney, you would have landed without incident and become a better pilot because of that.

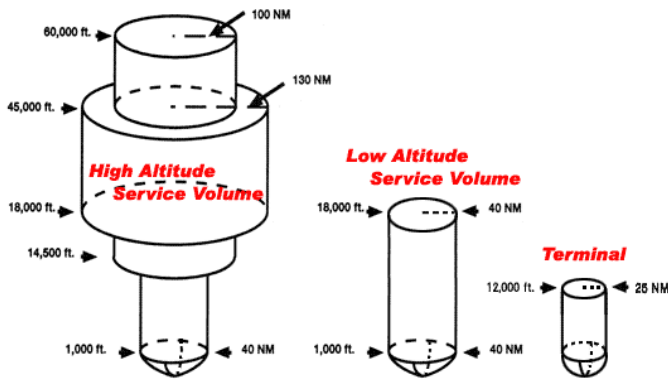
Your Aircraft Radios



VHF Airband

VHF Navigation

The lower part of the VHF Airband, from 108.000-117.950 MHz, is split into 200 channels, spaced 50 kHz apart, which is used for NAVAIDs. 108.000-112.000 MHz is used for terminal VORs, and 112.000-117.950 MHz used for low and high VORs.



The localizer (LOC) signal is in the VHF 110 MHz range while the glide slope (G/S) signal is in the UHF 330 MHz range.

LOC and G/S carrier frequencies are paired so that the navigation radio automatically tunes the G/S frequency which corresponds to the selected LOC frequency.





VHF Voice “Victor” Frequencies

For voice communication, the upper part of the band, from 118.000-136.975 MHz, is split into 760 channels, spaced 25 kHz apart.

The VHF radio uses amplitude modulation, so you're actually transmitting to ATC in AM, which is similar to the AM radio in your car. AM transmissions allow stronger stations to override weaker ones. This means ATC can talk over a transmitting aircraft, or an aircraft with a stuck mike. A typical transmission range of an aircraft flying at 4,500 feet is about 100 miles. At 35,000 feet, it's about 200 miles.

VHF radio range is slightly better than line-of-sight, because the radio waves are weakly bent back toward Earth by the atmosphere. Just because you can't see the tower or RCC you're transmitting to, doesn't mean you can't reach it.

8.33 Spacing

European operators have equipped their aircraft to comply with the 8.33 kHz spacing mandate, enacted by the Single European Sky (SES). This mandate requires all aircraft flying in European airspace to be equipped with radios that are spaced 8.33 kHz apart.



The SES initiative aims to enhance the safety and efficiency of air transportation in Europe by tripling the number of channels available for aircraft communications.

VHF Emergency Channel

The VHF emergency communication channel 121.5 MHz is the only channel that retains 100 kHz channel spacing in the US; there are no channel allocations between 121.4 and 121.5 or between 121.5 and 121.6.



UHF or “Uniform” Frequencies

Military aircraft use a dedicated UHF-AM band from 225.0 to 399.95 MHz for air-to-air and air-to-ground, including air traffic control communication. This band has a designated emergency and guard channel of 243.0 MHz.

The 406 MHz ELT transmits using the UHF Band

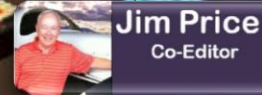


Distance measuring equipment (DME) also uses from 962 to 1150 MHz.





Communicating with Air Traffic Control



Radio communications are a critical link in the ATC system. Anyway, that’s what the Aeronautical Information Manual (AIM) states, and it’s so true. This “Link” can be a strong bond between pilot and controller, or it can be broken surprisingly fast with disastrous results. Understanding is the single, most important part of pilot-controller communications.

Controllers are trained and required to use standard phraseology as stated in the FAAH 7110.65 Pilot/Controller Glossary, which is also covered in the AIM. They also are taught to avoid slang or colloquialisms. For both controllers and Pilots concise phraseology is the preferred method of communications. I know that there are situations a “concise” sentence may not be adequate. Sometimes you may need to use whatever words are necessary to get your message across.

To facilitate your aviating success and to avoid serious communication failures, consider that some, but not all of the 15,000 controllers are pilots. The non-pilot controllers are not familiar with life in the cockpit, so some commonly used pilot

phrases may mean absolutely nothing to a controller. Heck, some words might confuse the controller. Likewise, many pilots are not familiar with the controller’s surroundings and challenges.

Tower Controllers

Scores of smaller airports have an Air Traffic Control Tower that is not assisted by Radar, so these Tower Controllers rely solely on the pilot’s ability to communicate requests and reports which need to be clear and concise.

Radar Controllers

These men and women work in a darkened room, concentrating on up to 20+ moving targets, while monitoring as many as 14 discrete radio frequencies. Proper communications are paramount to ascertain correct information, such as your location, call sign, and any request(s).

What do Air Traffic Controllers Dislike?

Pilots who add the “K”

If you’re flying out of an American airport to another American airport, when you ask for a Clearance or VFR Flight Following, you don’t have to include the “K” in the airport identifier. If the destination is a major airport or an airport within the surrounding area, you can just state the airport name, i.e., “Request clearance to Flagstaff.” The controller knows the identifier is FLG. If you are requesting services to an airport outside of the area, you may also include the three-letter identifier. For example, it is fine to state both the name and identifier such as University of Oklahoma, “Oscar Uniform November.” The controller will know the airport is in Oklahoma. **The “K” prefix is unnecessary.**

U.S. Pilots who add the “N”

You don’t need to include the “N” in your aircraft’s call-sign if you have already included the type aircraft. “Mooney 1234A,” is preferred.

The controller will deduce that your registry is US.

If you do not include your type, you must use “N”, but then the controller may have to take the time to ask you for your type aircraft, so they can know your flight characteristics. Just do it right the first time and avoid taking up precious airtime. Of course, if you’re flying a Canadian or Mexican registered aircraft, including the “Charlie”, “X-ray, or the “Bravo” is appropriate.



Abbreviating Your Call Sign

Many pilots seem to be unsure when they can abbreviate their call sign from the full form to just the last three characters. **A good rule of thumb** is that you can abbreviate your call sign after the initial call to which the controller responds. If there is an aircraft on the frequency that has similar call sign, the Controller should advise you to use your full callsign. If, after their initial response, they do not mention a similar call sign on the “Freq”, you’re good to go with the last three characters. However, **never use less than three alphanumeric**s. They hate that. They really do.

Non-Standard Annoying Phrases

When ATC tells you that you have traffic at ____ O’clock and ____ miles, if you don’t have a visual, please don’t tell them, **“I’ve got them on the fish-finder.”** Instead, use your eyes and use one of the standard phrases, **“Not in Sight”**, **“Negative contact”**, or **“Traffic in sight”**.

Please don’t use the phrase **“No joy”**. Instead, use **“Not in sight”** or **“Negative contact”**.

If you have them in sight, say **“Traffic in Sight”**, instead of **“Got em”** or **“Tally-Ho”**, unless of course you were a WWII British fighter pilot who flew in the Battle of Britain.

“With you.” When ATC instructs you to contact another controller, when checking in, **just give your call sign and altitude**. They’ve already gotten the hand-off from the previous controller. They know you’re coming their way and they know **you’re with them**.

Short and Sweet

If you are flying for IFR practice and the controller is very busy, even if you do not hear the responses, (remember that they may be communicating with traffic on other frequencies), don’t take too much time giving them your full flight plan. It can be frustrating for them, and useless to you. During these times, if you are communicating with Approach Control, it may be appropriate to just request one approach at a time and make that request short and sweet. The Tower will need to know how the approach will terminate, such as Full Stop, Full Stop Taxi back, Low Approach, Touch and Go, Stop and Go, and/or a published missed approach. They will also want to know what you’re requesting afterwards, i.e. ILS, RNAV, NDB, VOR, departing the area, etc. If you are requesting another approach, they will communicate your request to Departure Control.



Responding with “Roger”

Controllers dislike it when you answer with, “**Roger**”. Roger what? The controller has to ask a bunch of follow-up questions to clarify your level of understanding.

The Sound of Silence

To a controller, the scariest and most hated of all communication issues is silence. It can be disruptive and stressful. When a controller is unable to communicate with a pilot it is hard not to assume the worst. If the controller makes several transmissions to the aircraft and there is no response, other pilots may offer to relay messages to the pilot in an attempt to facilitate communications. Many times, weather conditions or aircraft location inhibits ground-based communications and a helpful pilot may be able to relay instructions that could save a life and soothe the controller’s nerves.



Fly Professionally



A pilot’s confidence and ability are conveyed to a Controller when they follow instructions and communicate professionally, by using proper phraseology. But when a pilot or controller has poor communication skills, it can be frustrating and confusing for all.

We are all human and things happen. If you are not sure about something, don’t hesitate to request clarification by asking the controller to “say again”. It could help you avert a serious issue. It is helpful to know that every transmission made by the controller or

pilot is recorded. These recordings are retained for 45 days, and in worst case situations, such as an Incident or accident, they may be retained indefinitely. If something does happen and you and an FAA Safety Inspector must listen to the recording, it will be comforting to know that you were professional and did your best.

Be professional, a contributor to the system designed to serve you and to assist you so that you can arrive safely! Use the approved phraseology from the Pilot/Controller glossary and when you must communicate in plain language, relay your needs clearly and calmly. When you do, you’ll find flying with ATC more helpful, pleasurable and stress free.



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Ask the Top Gun



Tom Rouch

Founder of Top Gun Aviation, Stockton, California



Send your questions for Tom to TheMooneyFlyer@gmail.com

Question: Most Mooney POHs indicate that you should turn on the Master Switch prior to starting the engine. My 252 POH also says to turn on the Alternator Switch. Do you know why?

Thank You for all your help in The Mooney Flyer

Answer: That is a really good and original question and not sure I know an answer, but here goes.

The alternator on that engine is gear driven. Consequently, when you engage the starter, the alternator also starts turning. Since it is gear driven, if turning the switch on after the alternator is turning, the sudden load could possibly damage the drive gear. With the switch on when you start, the load increases slowly so there is no sudden load to cause damage. Also, most Mooneys don't have an alternator switch but the alternators are belt driven, which also turns the alternator with the starter.

I don't know if that is true, but it's my best guess.

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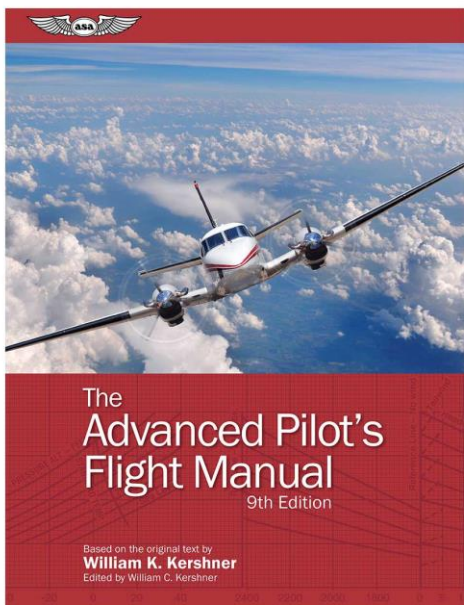
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NEWS



The Advanced Pilot's Flight Manual update released

ASA has released the ninth edition of "[The Advanced Pilot's Flight Manual](#)."

Author Bill Kershner bridges the gap between theory and practical application, covering the fundamentals of airplane aerodynamics and aircraft performance to help pilots' transition to advanced airplane models and types and prepare for their Commercial Pilot certificate.

Chapters are dedicated to airplane performance and stability, checking out in advanced models and types, emergencies and unusual situations, advanced navigation, high-altitude operations, and preparing for the commercial knowledge and practical tests.

The [softcover](#) book sells for \$29.95 while the [eBook](#) sells for \$24.95, and the [eBundle](#) \$39.95.

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Changes to Charitable Flights Call Signs

If you fly Angel Flights or Flights for Life, etc., the FAA has a new call sign for you. Changes to FAA and ICAO call sign requirements has required a revamp of the way volunteer pilots use the COMPASSION call sign. The original filing process, which used a portion of the aircraft's tail number, is no longer valid, according to officials with the [Air Care Alliance](#) (ACA). ACA now assigns discrete COMPASSION call signs to verified pilots of authorized organizations through its website.



Which extinguisher is best for your aircraft?

Halon fire extinguishers are recommended by the FAA for use in a cockpit. Pound for pound, they are nearly twice as efficient at killing fires compared to Halotron extinguishers. However, Halon was deemed an ozone-depleting product in 1994 and is no longer produced. Luckily for us, the material is recyclable, so it is still available, and Halon is legal for use in aviation. Unfortunately, the limited supply means prices are slowly rising. The right fire extinguisher depends on your personal preferences and needs. Each type has its own advantages and disadvantages. If you want to save some money and you have plenty of space in your cockpit (and you prefer an eco-friendly agent), a Halotron extinguisher will work for you perfectly. If you have a tighter cockpit with less room and your budget can support it, a Halon extinguisher might be a better option. Halon is recommended by the FAA, but that does not mean that Halotron is not a capable agent as well. Either one is much better than nothing and far safer than cheap grocery store extinguishers. It's up to you to decide which one matches your needs. Hopefully you never need to use your fire extinguisher but having one in the cockpit will provide peace of mind and buy you precious time in an emergency.

Fire Extinguisher Buyer's Guide



FIRE EXTINGUISHERS	SMALL HALON FIRE EXTINGUISHER	SMALL HALOTRON FIRE EXTINGUISHER	LARGE HALON FIRE EXTINGUISHER	LARGE HALOTRON FIRE EXTINGUISHER
AGENT	Halon	Halotron	Halon	Halotron
SAFE FOR ELECTRONICS	✓	✓	✓	✓
RATING	2B:C	2B:C	5B:C	5B:C
SIZE	10" x 2 7/8"	13" x 3 1/2"	14 1/2" x 4 1/2"	16 3/4" x 4 1/4"
CAPACITY	1.3 lbs.	2.5 lbs.	2.5 lbs.	5.5 lbs.
TOTAL WEIGHT	2.5 lbs.	5.5 lbs.	4.9 lbs.	10 lbs.
REQUIRED MAINTENANCE	6 years	6 years	6 years	6 years
BRACKET INCLUDED	✓	✓	✓	✓
EXPERT ADVICE	Smallest extinguisher of the group with good coverage	Most cost effective with good coverage	Top of the line, great coverage, but expensive	Good value, but larger size
PRICE	\$249.00	\$119.95	\$349.00	\$179.95
ITEM NUMBER	2207A	21325A	3540A	21359A

Airbus Blended Wing Design

Airbus has revealed MAVERIC (Model Aircraft for Validation and Experimentation of Robust Innovative Controls) its “blended wing body” scale model technological demonstrator. At 6.5 feet long and 10.5 feet wide, with a surface area of about 24 square feet, MAVERIC features a disruptive aircraft design that Airbus says has the potential to reduce fuel consumption by up-to 20 percent compared to current single-aisle aircraft



NTSB To Publish Accident Reports More Quickly



The National Transportation Safety Board is about a year into a project to streamline its accident reporting and its training investigators to sharpen their skills on engine failure mishaps, many of which have been closed with no known cause. The NTSB’s vice chairman, Bruce Landsberg, said that a backlog of preliminary accident reports should soon begin to be cleared, including the Icon A5 accident that killed baseball star Roy Halladay on Nov. 7, 2017. Twenty-six months later, the NTSB has announced no official probable cause on that probe.



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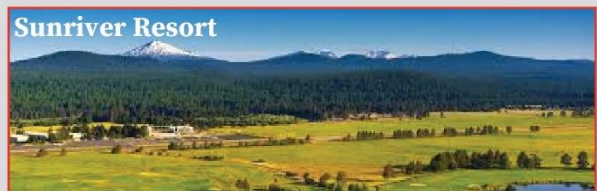
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Spatial Interior for your vintage Mooney

Simple, quick and effective repair methods add new life to cracked and discolored plastics. Optional STC approved lower side panels add space and elegance. Installed without screws will please any mechanic.

For details, visit:

www.jaegeraviation.com









Jaeger Aviation

Email: bruce@jaegeraviation.com

320-444-3042



AROUND THE WORLD

	<p>Contact Dave at daveanruth@aol.com or (352) 343-3196, before coming to the restaurant, so we can have an accurate count. Events begin at 11:30</p> <p>March 14: Winter Haven (GIF) April 11: Flagler (FIN) May 9: Sebring (SEF)</p>
	<p>March 27-29: San Marcos (KHYI) Mooney Caravan Formation Flying Clinic July 20: Formation Flight to AirVenture For more info, see: http://www.mooneycaravan.com/</p>
 <p>MAPA Safety Foundation Pilot Proficiency Programs</p>	<p>Apr 17-19, 2020: Santa Fe, NM Jun 12-14, 2020: Ft Worth, TX Sep 11-13, 2020: Springfield/Chicopee, MA Oct 2-4: Wichita, KS Sign Up at https://www.mooneysafety.com/ppp-registration/</p>
 <p>MOONEYSUMMIT</p>	<p>October 16-18: Tampa O'Knight (KTPF) CLICK HERE for details</p>
<p>Australian Mooney Pilots Association</p>	<p>March 2020: Annual General Meeting at Coffs Harbour CLICK HERE for details</p>
	<p>CLICK HERE for details</p>
 <p>WEST COAST MOONEY CLUB FAST FLYING - FUN TIMES</p>	<p>June 11-14: West Coast Mooney Club Summer Fly-In, Sunriver (S21) CLICK HERE for details</p>



Plane Perfect Clear Coat

My partner, Jim, turned me onto this product from Plane Perfect. I put it on my Eagle and honestly could not believe that I had not just got it painted. The coating was amazing and sparkled under my hangar lights and more so under the Sun.

Here's what Plane Perfect has to say:

- HYDROPHOBIC top coat finishing spray - Creates a deep shine with unbelievable clarity and protection on any hard shiny surface
- LAYERS on any product! Use as standalone coating or layer on top of your favorite wax or sealant.
- SAFE for any hard surface! No Silicone formula is great for airplanes, cars, boats or RVs! Protect your investment!
- EASY TO USE! Simply spray on, wipe off! Use on all surfaces including windows, countertops, shower doors, sinks, door jambs, paint, gel coat, GPS screens, TV screens, motorcycles, chrome, dashboards, leather, head and taillight lenses and MORE!
- PROTECTS surfaces by creating a turtle shell like shield on anything it's applied to! Clear Coat only comes off with abrasion - Will not wash off!



I bought the above dispenser with a tiny second bottle of concentrated Clear Coat, which they call a "Reload" (Pictured to the right). I mixed $\frac{1}{2}$ of the concentrate with $\frac{1}{2}$ distilled water into the large spray dispenser.

I located 2 microfiber towels and started spraying. You spread the sprayed area with the first microfiber and then lightly buff with the clean/dry second microfiber cloth.

There is no hard buffing. If you started with a clean Mooney, you could apply Clear Coat to a long body Eagle M20S in about $\frac{1}{2}$ hour.

My Eagle is pictured to the left after 1 application of Clear Coat. That is 21-year-old paint!

My Eagle looks like new to us.



Parts for Sale



This Cowling was removed from a M20E and replaced with a M20J (201) cowling. The cowling is located at Fullerton Airport (KFUL) and is in excellent condition. Offers accepted

Contact: Bernard Lee – leebern@msn.com (562-865-2547)



P/N 310309-501
P/N 310309-502

These fairings are new and priced @ \$280.00 each or \$525.00 for both. Priced elsewhere @ \$362.69 each.

Contact: Bernard Lee – leebern@msn.com (562-865-2547)



Bushing P/N 914007-003 - 2- Bushings in the original package @ \$35.00 each. Priced elsewhere @ \$45.00 each.

Bushing P/N 914007-005
1-Bushing in the original package @ \$59.00
1-Bushing loose @ \$50.00
Priced elsewhere @ \$69.00 each

Contact: Bernard Lee – leebern@msn.com (562-865-2547)



Access Covers P/N 3000-901 (2-available) - 1-without nuts attached.

Make offer

Contact: Bernard Lee – leebern@msn.com (562-865-2547)

Parts for Sale

I have several Mooney parts for sale from a 1969 G model. Brand new voltage regulator (never used). Instrument light rheostat controller, cowling plugs and like new fuselage/cockpit and tail feather covers. G model POH. Contact me at Wilson Brown, located in Georgia, 678-469-6182.

1 Piece Belly Pan for M20J

I purchased this from Don Maxwell about 7/19/2017. I haven't got time to install it. Circumstances have changed and I would like to sell it for any reasonable offer. The belly pan is at the Cortez, CO airport (KCEZ). John Hutchison 47hutch@gmail.com



NEW Hangar For Sale (Camarillo KCMA) - \$99,000

42'x36' in Great Condition

\$218 a month covers electricity, etc

Contact: Julie Ryan, 360.281.3488, Julierryan@comcast.net

1979 M20K For Sale

TTAF: 5155

SMOH on TSIO-360 LB Engine with 1800 TBO: 662

SMOH – engine was completely rebuilt again, but was not zero timed. Brand new cylinders were installed. 119 hours

Garmin G500 MFD

Garmin GTN750 GPS

Garmin GTN430W GPS

Garmin GDL 69 XM Weather displayed on G500, GTN750, and GTN430

Garmin GTX330 transponder with ES

Garmin GI 106A CDI

TIS traffic displayed on G500, GTN750, and GTN430

406Mhz ELT

Garmin GMA340 audio panel

EI MVP50 engine monitor with %engine power and vacuum options

Backup AI – last vacuum gage

Backup altimeter

Backup airspeed indicator

Garmin 106 glide slope gage

Century 41 3 axis AP. G500 linked to provide GPSS

Precise speed brakes

Lasar smooth one piece belly mod

Merlyn automatic wastegate

GAMI injectors

Fine wire sparkplugs

Intercooler

Brand new 115 ^{ft}3 oxygen tank for 4 place

Whalen strobes

LED landing light

MT 3 bladed prop, Recently overhauled

New paint in 2003

Leather Interior – new 02-10

Panel mounted digital clock/timer

February 2020 Annual

Both Magnetos overhauled, new prop governor, overhauled fuel pump installed at annual.

Tanis Engine pre heater installed last year

Damage history: Off airport landing 1985 and off airport landing 2003. Right wing damaged.

The plane was repaired by Crown Air in San Diego with a factory new wing



\$149,000

Kevin @ 909-790-9359



**Whether you're a
Rusty pilot,
dreaming of
becoming active
again . . .**

**. . . or
you're a
proficient,
veteran**

**Master of
The Flight Review**
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CFI, MEL, ATP

**Prepare
online
Free!**

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